

Base library sponsors annual magazine giveaway

By Senior Airman

Michael Duhe

437 AW Public Affairs

From Airpower Journal to Working Woman, a number of dated magazines will be available to take home from the base library Wednesday.

The library will hold its annual magazine giveaway from 11 a.m. to 4 p.m., clearing its shelves of back issues of monthly and weekly publications. No current issues will be available. The library offers a wide variety of magazines covering a range of interests – children's, women's, sports, leisure, business, computing, psychology, woodworking, politics and fitness, to name a few. The giveaway is open to anyone with base access, including Department of Defense employees. The magazines will be stacked in alphabetical order on several tables and there is no limit to what you can take home with you.

"It's first-come, first-serve,

and bring your own bags or boxes," said Sue Wiggins, library technician.

While the vast majority of available magazines are 1999 issues, the library is required to keep two years worth of back issues for military-related publications, Wiggins said. Which means only 1998 issues of these magazines will be available during the giveaway.

With limited shelf space, the library has been offering the magazine giveaway for more than 10 years to keep its shelves open for current magazine issues.

"It's been very popular," Wiggins said. "There's no age limit. A lot of retirees look forward to it, and people will start asking about the magazine giveaway in December."

Another reason for the giveaway involves the Internet. Many magazines now offer back issues online, so it's not necessary to keep them at the library, Wiggins

added. For Air University students, some magazines are now available on either the Internet or on CD Rom.

"Not all magazines are available in full text, but many are," Wiggins pointed out. The library can order articles not available at no cost to the student.

There's usually a rush during the first few hours of the magazine giveaway, Wiggins said. Some magazines are carted out more quickly than others, such as National Geographic. Financial magazines don't last long, either.

"Some people like to read at home, and magazine collectors may be missing an issue or two," Wiggins explained. "If you want a whole year of issues of one magazine, you can have it."

Staff Sgt. Horatio Fox is one of many on base who has taken advantage of the giveaway in the past and plans on making it out Wednesday.

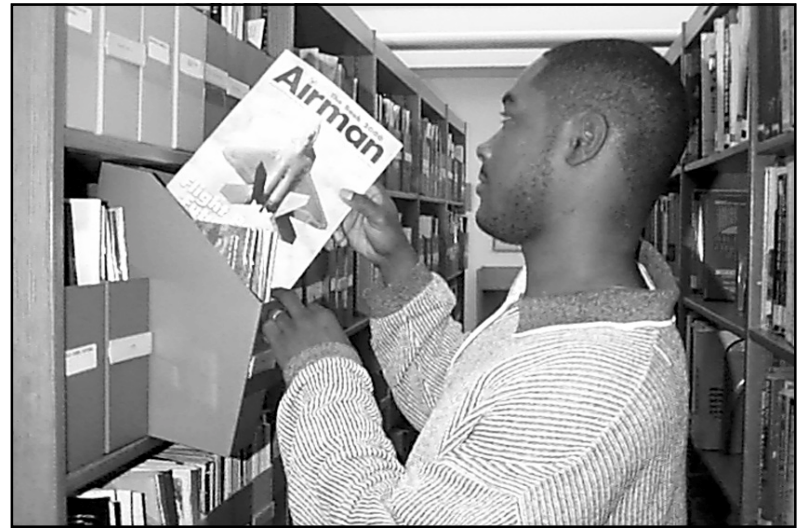
"I think it's a good program," Fox commented. "I like to

read a lot of magazines, and I think it's a benefit to have the library give away back issues. No civilian libraries around here do that — I've asked about it."

Following the giveaway, the library makes one last attempt to get rid of what's left over. They'll call the base Child Development Center and local schools to see if they're interested in taking

the back issues. Many of the magazines end up cut to shreds by students working on creative projects, according to Wiggins, or on the shelves of area school libraries. As a last resort, the leftover magazines left over are dumped in the base recycling bin.

"So, the more you take, the less we have to get rid of," Wiggins said.



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Copies of Airman will be among the magazines at the giveaway.

LMSR tour gives airmen a look at sealift

Lt. Col. Ed Memi

437 AW Public Affairs

Twenty-five Charleston AFB and community members got a first-hand look at how the Army prepositions combat cargo using modern Large, Medium-Speed Roll-on/Roll-off ships Feb. 9.

The tour, sponsored by the Charleston chapter of National Defense Transportation Association, gave members a chance to learn about the Army's 841st Transportation Battalion, a part of Military Traffic Management Command, as they also saw the 950 foot long LMSR, the USNS Dahl. The Dahl allows Army vehicles to be driven on and off and enables the services to preposition assets during a national crisis or contingency.

The ship can carry 394,000 square feet of cargo, the equivalent of eight football fields. The ships six-deck interior has enough space for lashing down helicopters, tanks, trucks and other large vehicles.

"We take Army equipment, prepare it for shipment, arrange for it be loaded and prepositioned at different locations around the world. The Army then discharges the equipment and Combat Equipment Group Afloat (CEG-A) signs it to the deploying unit (transfers accountability)," said Army Maj. Dave Jones, Operations Officer of the 841st Transportation Battalion.

"The goal is to load a vessel so no space is wasted and loading is designed to facilitate a rapid discharge," Jones added.

"We share some similarities when loading cargo," Jones said. "In loading an aircraft, you worry about weight and balance, but in loading ships we call it trim and stability. We also like to have in-transit visibility so that we can track the cargo location at all times as it heads to its final destination."

Jim Rike, an NDTA member and owner of Ravenel Travel, described the tour as helpful in better understanding the military. "It keeps me up to date on military transportation. I had

always wanted to learn about prepositioned ships."

The USNS Dahl was loaded with 1,900 pieces of Army equipment, to include 794 wheeled vehicles, 8 tracked vehicles, 370 containers and 92 other specialized vehicles. The ship is expected to head out to Diego Garcia next month. Since Feb 10, 1997, the battalion has coordinated the loading or discharge of 7,014 pieces that used 1,300,970 square feet in seven ships.

"We arrange for complete, self-support Army brigade sets to be loaded. We usually load about two battalions of tanks and two battalions of Bradley fighting vehicles and equipment and supplies," Jones said. The ships are usually returned after 90 days for maintenance before they are used again.

Master Sgt. Tracy Brewster, 437th Aerial Port Squadron superintendent, said the tour was helpful for a variety of reasons. "Warfighting and deterrence is a team effort and an all-around understanding of logistics as a core process is important to synchronized teamwork." He said he has had to work in joint environments, but didn't always understand their operations and tours like this can make a difference.

The Dahl is the third of the Watson type class LMSRs and is named after a Medal of Honor recipient, U.S. Army Specialist Four Larry G. Dahl. Dahl was killed when he jumped on a grenade to protect his companions near An Khe, Binh Dinh Province, in the Republic of Vietnam.

NDTA membership is open to all military, civilian and family members at Charleston. The next NDTA meeting is scheduled for March 8 at 11:30 a.m. in the Charleston Club and will feature a presentation by Tom Waldron, senior vice president, Planning and Development FUTREX Inc., currently working on a leading edge mass transit system under development in the Charleston area.

For information, call Maj. Marshall Mantiply at 963-4193 or Dale Cozart at 963-3058. Information such as applications and listings of future events can be found at www.charlestonndta.com.

Shuttle

continued from page 1

The C-17 and aircrew were on stand-by from 12:25 p.m. until approximately 1:35 p.m. Friday. The actual window in which a space shuttle has the option to divert is approximately six minutes and 30 seconds. It starts at about two minutes into the launch and ends when the shuttle reaches its orbit altitude, about eight minutes and 30 seconds after takeoff.

Capt. Joel Irvin, the C-17 aircraft commander for the mission, watched the shuttle launch on CNN while waiting for an alert call. "When they launched at 12:43 (p.m.) I knew at 12:52 we were probably off the hook," said Irvin.

Irvin said he did not expect the shuttle to divert to an abort site because it has never happened before. "But if it did occur, I felt comfortable in our pre-mission preparation that we were ready to go."

If necessary, the C-17 would have departed the base no later than three and one half hours after the crew was alerted. The entire mission would have taken approximately 24 hours from takeoff at Charleston to landing at an overseas shuttle launch abort site.

Shuttle Endeavor's launch abort sites in the United States were primarily on the east coast: Naval Air Station Oceana, Va.; Cherry Point Marine Corp Air Station, N.C.; Pease Air National Guard Base, N.H.; and Otis Air National Guard Base, Mass.

The shuttle could have also diverted to White Sands Space Harbor, N.M. Overseas abort sites for this mission were in Zaragoza and Moron, Spain; Ben Guerir, Morocco; Naval Air Station Keflavik, Iceland; and Fairford Royal AFB, England.

A KC-135 from the 437th Airlift Wing's sister wing at MacDill AFB, Fla., was also on alert in support of the shuttle Endeavor launch, according to Moore.

"The role of the 135 was to pick up shuttle astronauts at the divert field and take them to the Johnson Space Center in Houston for debriefing and medical assistance," he said.